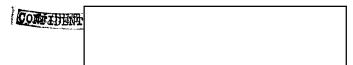
COUNTRY		6 : CIA-RDP82-00457R009800050005-8	
	Herseburg Airfield		25X1
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DATE OF CO	NTENT 19 September to 5	25X1	5
	DA	TE PREPARED 26 November 195	)T
PAGES	S		
<b>建设现场的 化红 7 节55 (2000年以来</b> 中) 水塘塘	ent and - 1-bernal (20) (Bod) is assisted the distribution of the contract of the state of the s		
germann is Suitable all Suitabl	25X1	REFERENCE	COPY
		DO NOT CIRCL	LATE
1,	No change of occupation was described up to 19 t	Diserved at the barracks buil deptember 1951. (1) On 21 Sep were vacated by civilians wh The houses were then occupi	o moved
2.	runway and the western connectationed at the field were board fence 2.5 meters high. was obstructed from sight. T was completely removed. Lauc the intersection with Gerich Router Strasse. The embanked Trees and kilometer markers Knapendorf. (2)	road about 1 meter high was were removed in the extension	oviets field area between ith Fritz leveled. toward 25X1
5X1 <sup>3</sup> °	The landing field was heavily guarded. At 6 a.m. on 5 October, the southern section of the bunker near the presumed fuel dump had not been covered with earth and that four pipes projected from the concrete walls. Two meters from the wall, the pipes were bent sharply toward the target range which was southeast. The lid of a manhole about 0.5 x 4 meters was observed directly south of the target range. In the open section of the bunker that the four pipes were laid in N-S direction between six concrete columns which were placed opposite each other. Each pipe had a round lid fitted with screws. (3)		
5X1 4.	work at the field had made little progress during the preceding two weeks. The last strip of 100 meters of the west end of the runway was torn up, probably because of the elevated terrain there. The runway was extended by 100 meters at its eastern end about 150 meters from Lauchstaedter Strasse. The portion of the runway at the intersection with the taxiway was reinforced. Leveling continued at the west end of the runway.		
		25X1	
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- 5. A construction foreman at the field said that a Soviet engineer, a general officer had, inspected the field on 21 September and that, thereupon, changes were performed on the runway.
- The runway and taxiway were interconnected by four connecting lanes, two of which were close to each other at the east end of the runway. Another lane was about two-thirds from east end of both runway and taxiway. The fourth lane extended from the west end of the taxiway to the west end of the runway. (4) The width of the fourth lane was twice as wide as the other three lanes. It was 23.8 meters wide. About 150 meters west of the third lane there was the presumed underground fuel dump.
- The lowest point of the drainage system on the northern edge of the runway was near the third connecting lane. There, power shovels were excavating a trench about 2.5 meters deep and 300 meters long. This was to direct the water to a brook to the northwest. Pipes about 1.5 meter in diameter were stored on the side of the trench. Another drainage trench was excavated just behind the fourth connecting lane. (5)

25X1

- Comments.
  The barracks buildings have been occupied by 700 to 1,000 Soviet
  These soldiers are probab. (1)dir Force troops since September 1951. These soldiers are probably the advance detail of an air unit.
- (2) For location of destroyed building, torn-up strip of road and road
- to Knapendorf, see Annex 1.

  (3) For sketch of pipes laid under taxiway, see Annex 2. The installation is no fuel dump as presumed by source, but, according to another source, it is a gas line from Merseburg. For location of connecting lanes, see Annex 1.
- Most of the work on the runway and taxiway seems to be completed. It is believed possible that the field will soon be occupied by an air unit.

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